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With CHAMBER for 10 CARTRIDGES
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Storage available at EAST POINT. Stores will
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Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
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A natural and most pleasant wine to the taste.
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BATH AMMONIA
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This new preparation will be found to combine the aromatic properties of the
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Hongkong 28th November, 1902.

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Hot and Cold Water throughout.
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Electric Passenger Elevator to each floor.
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Hongkong, 10th June 1903.

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CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Huangshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
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For Terms, apply to
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CANTON
HOTELS.
A LITTLE CHANGE.

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to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
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WM. FARMER,
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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[a1545]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th MAY, 1904

On the 11th March last Mr. TREVELYAN, Liberal Member for the Eland Division of the West Riding of Yorkshire, introduced into the House of Commons a Bill for the taxation for local purposes, over and above present sources of revenue, of land values. The Bill proposed, according to the summary given, as its main principles that in case of undeveloped property the real selling value of the land should be the basis of taxation for local purposes, and that land values should be rated separately from buildings, the land value being taken at an amount equal to 3 per cent. on the selling value. Mr. RUTHERFORD, who seconded the motion, recommended the Bill to the acceptance of the House on the ground that it would stimulate building on land which was now kept out of the market. Doubtless Mr. TREVELYAN in introducing the Bill to the notice of the House flattered himself, not only that he was a reformer of the first water, but that his scheme introduced into Municipal Finance an entirely new and hitherto unthought of principle which he, a reformer by a long hereditary descent, had the privilege of being the first of mortals to introduce to the notice of municipal man. Alas! for such a conception; an ancient philosopher has said that there is nothing new under the sun, and Mr. TREVELYAN's grand scheme is no exception to the rule. With the exception that we must read five per cent. instead of three, owing to the higher rates of interest prevailing in Asia, the scheme of land taxation towards municipal expenses has for some sixty years been the rule in Shanghai, ever since, in fact, the first foundation of the settlement, and constitutes a very important factor in local taxation. Of the amount of nearly one and a half million taels raised during the year 1903 the sums accruing under each head were in the following proportions:—Taxes on land direct, 20.6 per cent.; taxes on houses and buildings, 42.8 per cent.; wharfage dues, 12.1 per cent., and licence fees, 24.5 per cent. One of the crying evils of modern municipal finance is undoubtedly its growing extravagance, and with the present incidence falling almost exclusively on house property, and amounting on an average to upwards

of eight shillings in the pound, it is little wonder that the ingenuity of successive municipal chancellors of exchequer has been tried to the very uttermost. The collective mouths of the Finance Committees of many an English borough would water did they only have the number of wells to draw from at the disposal of the Shanghai municipality. Still, withal, Shanghai on the score of economy, notwithstanding its possession of these extraneous resources, may well put to shame its home compeers. The growth of municipal extravagance in England has been of some half century's growth; still some ten years ago the rates were kept down in the majority of cases to the neighbourhood of five shillings in the pound. Recently, owing to the favourable conditions of the money market prevailing, municipalities permitted themselves to be tempted into an evil practice of raising loans out of all proportion with their current wants; the effects are seen in the steady growth of municipal indebtedness, and the increasing desire to indulge in municipal trading, often to the serious detriment of the towns themselves. The effect has been to plunge the various towns in financial difficulties, and in order to meet their new engagements every source of revenue available has been exploited.

This, of course, rather than any desire for a juster incidence of taxation, has been the exciting cause in this new proposal to tax land values; in the present temper of municipal wire-pullers the effect would not be to reduce taxation, but to afford a new basis for municipal extravagance to be as recklessly made use of as have the old sources of revenue now pledged to their utmost limits. Gradually the various municipalities are being unpleasantly reminded that the expansiveness of their revenues has become a thing of the past, and that financial ruin or heavy retrenchments are the only alternatives offering. The new suggestion to increase the burdens on the ratepayers, though brought forward under the specious pretext of equalising burdens, is felt to be merely a new device for raising more money, and though a small majority passed the second reading there was exhibited but little inclination, having endorsed the reasonableness of shifting an unequal burden, of proceeding further. Historically the example of Shanghai affords but little support to the contentions of the home municipalities. The practice of taxing land values was originally the only source, with a fee for landing cargo, of municipal revenue, but in those days there was no differentiation between owners of land and residents. It was not in fact for many years that the idea of any distinction arose. The only objects of expenditure in those early days were the making of a few roads, actually necessary repairs to jetties, and one or two small bridges, and these were naturally undertaken by the owners of the various lots. When after a generation the dwellers in rented houses came to be a class of their own, and needed such luxuries as lighting, police, cleansing, &c., it was felt to be unfair that the landlord, now often absent, should have to bear the entire brunt of these new-fangled innovations, so a compromise, which did not in appearance seem unreasonable, was arrived at; householders for the first time came to be taxed for luxuries which in the progress of events had become necessities, but as a set-off were admitted to full participation in the municipal councils, now no longer of land-renters but of ratepayers. This, and not any doctrinaire scheme of shifting burdens, was the explanation of the fact that burdens have been distributed in the baby community of Shanghai in a manner which well excites the jealousies of the older home municipalities. Still it is wise to remember this difference, that while the process in Shanghai has been one of natural growth, the new scheme of Mr. TREVELYAN, though seemingly identical, bears all the external marks of artificiality.

Lieut. W. A. Crane, H.K.V.C., has been granted six months' leave of absence.

The appointment of Mr. P. N. H. Jones as Vice-President of the Sanitary Board is notified in the *Gazette*.

It is notified in the *Gazette* that Lieut. K. M. Hodgson, Sherwood Foresters, has been appointed A.D.C. to H.E. the Officer Administering the Government, with the rank of Captain.

Two more fatal plague cases were reported up to noon on Saturday, both victims being Chinese, one at Kowloon City and the other found on the Praya East foreshore.

Holy Trinity Church, near Kowloon City, has been licensed for the solemnisation of marriages. Holy Trinity is the church of the Chinese branch of the Anglican community in Hongkong.

At the conclusion of the billiard match of 18,000 up for £200, at Manchester, between Charles Dawson, the champion, and H. W. Stevenson, the ex-champion, Dawson was beaten by 1,884 points.

A brief report of Dr. W. V. M. Koch, Inspecting Medical Officer, on the Po Lung Kok in 1903, is published in the *Gazette*. The report is satisfactory, and the general health of the inmates is stated to have been good. Only two deaths occurred during the year.

News from Phnompenh on the 20th April states that King Norodom of Cambodia was in a precarious condition and was unable to take food. His death was hourly expected. The successor is L. Obharach, a brother of the King.

The following is from a S. Petersburg journal:—"We sincerely wish that as many of the Mikado's subjects as possible may be landed without ceasing, day and night, at the greatest possible number of points on the coasts of Corea and China. Not one of them will return."

Earl Percy, replying to a question in the House of Commons on the 18th ult., said the agreements between Great Britain and Siam dependencies in the Malay Peninsula are strictly confidential and it was not intended, in deference to the wish of the Siamese Government, to publish them.

As many readers have mistaken the defendant in the case of "Northcott v. Ramjahn," heard at the Supreme Court and briefly mentioned in our issue of Saturday, to be Mr. Ahmet Ramjahn, member of the Sanitary Board, we are asked to state that the defendant was Sheikh Abdul Ramjahn, who is not in any way related to Mr. Ahmet Ramjahn.

The United States census estimate for 1903 shows the population of the United States, excluding Alaska and the annexed islands, to amount to 79,900,000, being an increase of 3,906,000 since 1900. The estimated populations of the principal cities are:—New York, 3,716,000; Chicago, 1,874,000; Philadelphia, 1,368,000; St. Louis, 600,000.—*Reuter*.

The Women's Christian Temperance Union of New Jersey, where there are many sects, resorts, have decided to start a crusade against mixed public bathing, as being improper and corrupt. A visiting Englishwoman told the Temperance Union that she was shocked by the public bathing conditions in America, which would not be permitted in England.—The visiting Englishwoman would, we suppose, be more "shocked" were she to come to Hongkong in the bathing season.

By means of an ingenious arrangement of abbreviations, a writer in the *Gazette* has attempted to describe the social and political state of France at the present time. He declares that:—"The Nation is: A.B.C. (absence). Respect for France is: F.A.C. (efface). Army and Navy are: D.P.C. (dépêche). Justice is: D.C.D. (décide). Most of the Deputies are: H.T. (achevé). Liberty is: F.M.R. (éphémère). Faith is: O.T. (ôte). Commerce is: B.C. (baisse). The price of food is: L.V. (élevé). The ruin of the country will soon be: H.V. (achève)."

On Friday night the R.E. Non-commissioned Officers' Mess gave their concluding dance for the season in the R.E. Theatre. It was a very enjoyable affair, about 75 couples being present. Col. Sergt. Fielding and Sergt. Jenkins supplied the music, and the duties of M.C.'s were carried out by Staff-Sergts. Walston and Taylor. Supper was served during the evening. Sergt. Major George, who has done much in promoting theatrical and musical entertainments in connection with the corps, made his farewell appearance before leaving for home, and got a hearty send-off.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during April are certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,437,362	2,200,000
Hongkong and Shanghai Banking Corporation.	11,920,105	7,000,000
National Bank of China, Limited.	407,605	150,000
Total.	\$15,835,072	9,350,000

The following is the programme of music to be performed by the band of the 89th Burma Infantry on the New Parade Ground from 5 to 6.30 p.m. to-day:—

March..... "The Uhlan's Call"	Eilenberg
Lancers..... "The Army and Navy"	Allan
Selection..... "The Forester"	Carrill & Monckton
March..... "Gavotte Dances"	Karoly Klav
Selection..... "A Chinese Honeymoon"	Talbot
Waltz..... "Reveries"	Follet
..... "God Save the King"	

A telegram from Tibet, dated 20th April, states that the Viceroy of India has telegraphed to Colonel Younghusband and all the members of the Mission, congratulating them on having reached Gyantse in the face of difficulties unexampled in warfare. The message has caused much satisfaction. Of the Tuna Garrison 26 died in three months, the result of unavoidable exposure. Large convoys of sick and frost-bitten men are sent down every month to India. Those that have reached Gyantse represent the survival of the fittest. Gyantse plain forms the basin of four valleys—a kind of vortex in which the whirlwinds and hurricanes loaded with heavy dust tear through the camp every day. To-day the towers at the gateway on the fort were blown up. The General and Staff are returning to Chumbi, leaving the Mission with a strong escort. Local rumour credits the Lhasa Lamas with attempting to raise a fresh army in the Khan Province.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

JAPANESE LOAN ARRANGED.

LONDON, 6th May, 10.55 a.m.

The Japanese Loan has now been arranged. Five millions are to be issued in London, and the same in New York. The loan will be for seven years, will bear 6 per cent. interest, and is issued at 93½.

PORT ARTHUR OUT OFF.—
ALEXIEFF LEAVES.

LONDON, 6th May, 10.55 a.m.

The Japanese Fleet is now behind Laotshan, while the Japanese transports are at Pitsuwao.

Admiral Alexieff has left Port Arthur to join the active army.

BESOBRADOFF STARTS EAST.

LONDON, 6th May, 10.55 a.m.

Admiral Besobradoff has left S. Petersburg for the Far East.

FENGHWANGCHENG RE-
PORTED ABANDONED.

LONDON, 6th May, 10.55 a.m.

It is reported that the Russians have abandoned their position at Fenghwangcheng.

ALL SOUTH OF MOUKDEN IN
JAPANESE HANDS.

LONDON, 8th May, 2.20 a.m.

It is reported from S. Petersburg that the railway and telegraph south of Moukden have been cut and that the surrounding country is in the hands of the Japanese.

FENGHWANGCHENG
CAPTURED.

LONDON, 8th May, 2.20 a.m.

It is reported that Fenghwangcheng fell into the hands of the Japanese on Wednesday after fierce fighting, with heavy losses on both sides.

ADMIRAL STOESEL'S CON-
FIDENCE.

LONDON, 8th May, 2.20 a.m.

Admiral Stoessel in a speech at Port Arthur expressed his confidence about the place holding out.

ALEXIEFF AT MOUKDEN.

LONDON, 8th May, 2.20 a.m.

Admiral Alexieff has arrived at Moukden.

THE TIBET MISSION.

BATTLE AT GYANTSE.

LONDON, 8th May, 2.20 a.m.

On Thursday the Tibet Mission attacked Gyantse with success. The Tibetans lost 250, the British only two wounded.

REUTERS' SERVICE.

THE WAR.

LONDON, 5th May.

At a dinner of the Japanese Society at which Viscount Hayashi presided, M. Suyamatsu declared that the Japanese would never surrender while a drop of blood was left in their veins. Many thought that Japan was unable to carry on the war for economical reasons; he admitted Japan's wealth was limited, but it was not so limited as outsiders supposed. Viscount Hayashi said the Emperor and the people of Japan would be much rejoiced at the warm manner in which Britain had shown her sympathy.

General Kuropatkin has asked the Red Cross Society to send 2,000 more beds for the Military Hospitals at the front.

PORT ARTHUR INVESTED.

LONDON, 5th May.

The Japanese have landed at Kinohar, forty miles from Port Arthur; the railway is consequently closed, and the investment has begun.

THE JAPANESE LOAN.

LONDON, 5th May.

The new Japanese loan is for £10,000,000, of which £5,000,000 will be issued in London and £5,000,000 in New York.

THE BALKANS.

LONDON, 5th May.

Lord Lansdowne, replying to Earl Spencer, confessed that the progress of the reforms in the Balkans was disappointing and, if not accelerated, that we might be confronted by a situation of the gravest anxiety.

MR. BALFOUR BEFORE THE
PRIMROSE LEAGUE.

LONDON, 5th May.

Mr. Balfour, speaking at the Primrose League meeting, dwelt on the difficulty of inducing the Porte to effect reforms in Macedonia, and declared that the Government would not allow themselves to be made a caspary by the revolutionaries, who would rather that genuine reform failed than succeeded, if it did not go the whole of the length they wished.

Mr. Balfour referred to the enormous value of the Anglo-French Agreement, which he believed was permanent, and that what might at first appear a hasty diplomatic construction would become a solidified bulwark against the invading tide of war, resisting all changes and chances besetting international arrangements.

WAR NOTES.

PORT ARTHUR BLOCKED.—JAPANESE
OFFICIAL NEWS.

The Japanese Council has kindly transmitted the following telegram:—

Admiral Togo reports that the combined fleet effected on the 3rd May the third blocking operation against Port Arthur. The gunboats *Akagi* and *Chokai* and the 2nd, 3rd, 4th, and 5th destroyer flotillas, and the 9th, 10th and 14th torpedo-boat flotillas, with steamers, started out on the 2nd instant. A strong wind soon arising greatly hampered the movement. The Commander ordered a stop in the operation; but the order did not reach, and eight steamers proceeded and made a dash for the harbour, despite the enemy's search-light, fortress-fire, observation mines, and mechanical mines.

Five steamers gained the harbour mouth, especially the *Mikawa-maru* and the *Totomimaru*, who, breaking the boom, reached the further inside.

The entrance is considered effectively blocked, at least for cruisers and battleships.

Three other steamers were sunk before reaching the mouth.

Our flotillas remained till morning and rescued half of the crews of the sunken steamers.

Torpedo-boat No. 67 had her steampipe hit and disabled, but was towed away by torpedo-boat No. 70.

The destroyer *Isotaka* was damaged in part of her engines, but is safe.

The flotillas' casualties are three wounded and two killed. No other damage was done.

TELEGRAMS TO SHANGHAI.

The N.C. *Daily News* publishes the following telegrams:—

"Tokyo, 3rd May.—The latest returns show that the casualties in the Imperial Guards Division were less numerous than in the others, the whole list being little longer than the former estimate of seven hundred. The capture at one stroke of twenty guns in the Russian artillery base at Kiuliencheng was largely due to the Twelfth Division, which advanced via Sukuchin, the point from which the Japanese crossed the Yalu in the China-Japan War. Contrary to the Russian belief of its impossibility, the Twelfth Division skillfully forded the Ai Kiang, a tributary which enters the Yalu east of Chiuliencheng."

"Tokyo, 3rd May.—All non-combatants have evacuated Dalgai, and all official documents and articles of value have been sent away from the city. It is learned at Tokyo that the guns on board the disabled vessels at Port Arthur have been transferred to the land defences."

"Tokyo, 3rd May.—The Emperor, in his message, says that he warmly appreciates the distinguished services of General Kuropatkin and Rear-Admiral Hoshoya."

"Tokyo, 3rd May.—The Japanese newspapers are exceedingly gratified at the destruction of one corner of the Muscovite pyramid, but urge that the completion of the work is still a long way off, and it would be a mistake to be over-sanguine."

NEW TYPE OF DESTROYER.

A S. Petersburg report states that in a small shipyard between S. Petersburg and Oranienbaum a destroyer of a new type is being built for the Russian navy. It is of a similar pattern to the *Cobra*, but somewhat stronger in construction. It will have double bottom and sides, the intervening space to be filled with oil. The boat is designed to steam 500 miles with coal, and a further 450 miles by means of this oil. It will be built of a metal less rigid than that used for the *Cobra*. The designers believe it will thus be able to resist the action of the waves, and escape the fate of the *Cobra*. The boat will be finished in time to join the fleet which leaves the Baltic for the Far East in the autumn.

WITH A RUSSIAN CAVALRY TRAIN.

The trains conveying the Russian cavalry regiments from S. Petersburg to the Far East stop several times during the journey in order that the horses may be exercised. When the special stations which have been built along the line for this purpose are reached the horses are removed in couples and given a good run across the country. In spite of this precaution,

many of the horses suffer severely from the length of the journey, and some die before half the journey is accomplished. At Chabin all the horses are paraded before an inspector, the sick and dying are removed from the train, and those which are beyond recovery are mercifully killed.

JAPANESE ON AUSTRALIAN HORSES.

A semi-official telegram from Liacang says that in the engagement at Chong Ju it was remarked that the Japanese regiments of guards were mounted on superb Australian horses, very different from the sorry hacks usually met with in the Japanese cavalry. The Cossacks were able to capture several of the enemy's horses. The slowness of the Japanese advance has been attributed by some commentators on the war to the "wretched nature of their horses." The pursuit after the battle of the Yalu afforded no proof that the cavalry were badly mounted.

THE WEAK POINT IN A JAPANESE SOLDIER.

We have heard a great deal in the way of praise of the Japanese soldier lately; his courage, his sobriety, his discipline, and his smartness, have all been mentioned, remarks a London paper, and we have been told how the thick-set little soldier can carry his knapsack and march for miles at wonderful speed. A French army surgeon, who has spent many years in China and Japan, has lately drawn attention to a point in the Japanese Atkins which seems to have escaped most writers. He asserts that "a *petit colosse à des pieds d'argile*." The Japanese soldier, he says, who is so hardy in enduring fatigue, falls short of being a good soldier on account of his feet. Western civilisation, which has penetrated into the land of the rising sun, seems to have spoiled the value of the Mikado's army as regards the men's feet, and it may be asserted that the foot of a Japanese is less easily adapted than is his brain to European ideas. The silk hat, the dress coat, the eyeglass, and other items of fashionable costume, have been adopted without difficulty; but it is different with foot-gear. In short, the national Japanese foot is ill at ease in a European shoe. Every Japanese who wears European boots hastens, on his return home, to get rid of these instruments of torture, and to put on instead the straw sandals or wooden pattens to which he is more accustomed. And the peasant who, until his enrolment, has had his feet perfectly free, is not far short of being a cripple when he has his feet in a leather case. In 1900, in the campaign against China, the Japanese troops had but little marching to do; but in 1895, during the campaign in Manchuria, the marches were often long and painful, and the number of men who became lame was considerable. Many of the soldiers, and even some of the officers, marched in straw sandals, which, of course, are no protection when the thermometer is 40deg. below zero, as it is in winter in Manchuria. The French surgeon concludes by saying that in Manchuria victory will go to the army with the soundest feet.

THE LIAO NEUTRAL LINE.

A Russian violation of the neutral line, west of the Liao river, recently, according to a reliable dispatch from North Chinchow quoted in the N.C. *Daily News*, almost brought on a conflict between themselves and General Ma Yik'un's troops stationed in the vicinity on several occasions. General Ma telegraphed to Peking reporting matters and asking to be allowed a free hand to deal with the Russian invaders, but, as usual, the timid officials in the Waiwupu refused the permission, telling the General "to keep quiet," thereby making the declaration of neutrality west of the Liao a dead letter.

JAPANESE REFUGEES.

The following telegram dated 2nd April was received in S. Petersburg from Mukden:—According to the report of the military administrator of the province of Heilansu, the 237 Japanese who were invited to leave Blagovestchensk arrived at Tsitsihar on the 31st ult., and left again for Irkutsk to-day. In reply to the administrator's questions, the Japanese declared themselves unanimously satisfied with the treatment they have received during the journey, which they said, was made under agreeable conditions. They had no complaint to make. They were given permission to send letters through the Russian post to Blagovestchensk in order to ascertain the condition of the sick who were left there. The Japanese doctor who accompanied the refugees asked for and was given medicines for the sick. The Japanese appeared to be in good health, and were quite calm.

EMPLOYMENT OF BRIGADES AND CONVICTS.

The *Kotische Zeitung* last month published the following telegram from S. Petersburg:—"It is reported from Harbin that two Russian officers have organised flying detachments of Chumchuses to operate against the Japanese. Opinions differ as to the advisability of this measure, which is opposed in many quarters. A force of irregulars, consisting of 200 convicts from the Caucasus, who wish to expiate their crimes by fighting for their country, has arrived at Harbin and been despatched to the Yalu River. In Sakhalin a scheme is also on foot for forming a militia out of the convicts confined there."

RUSSIAN FORTIFICATIONS.

According to advices received at Moscow last month from Vladivostok, the Russian sappers have completed the fortification of a line extending through the towns of Tulpa and Tok-shan, in Southern Manchuria, and artillery was being brought into position there. A similar entrenched line has been made between the towns of Liacang and Fenghwangcheng. These lines of fortification, it was stated, render the headquarters of the Russian Army at Mukden almost impregnable. Big guns are also already being mounted at Mukden itself. The Grand Duke Michael is expected at the seat of war at the beginning of the summer.

HONGKONG JOTTINGS.

I saw the statement in a home paper recently that Sir John Anderson, who has just taken the oath as Governor of the Straits Settlements, is the youngest Governor in the Colonial Service. As he is 46 years of age, our own Governor-designate must run him very close in that connection, for Sir Matthew Nathan was also born in 1862. In looking over the few biographical notes in the Colonial Office List and other works of reference, I came to the conclusion that Sir Matthew's luck must run on nicely, and I wondered whether the coincidences here under note have ever been remarked by His Excellency himself. It appears that he was twice nine years of age when he entered the Royal Engineers; he was three times nine when he obtained his captaincy and distinguished himself in the Lushai campaign; he was four times nine when promoted to the rank of Major, and five times nine when chosen to be Governor of Hongkong.

The public are beginning to get a little apprehensive once more about the water supply of the Colony, the advent of the rainy season being later this year than last, and the levels in the storage reservoirs much lower. On the 1st May there was almost exactly half the quantity of water in the reservoirs that they contained on the same date last year. The Return published by Mr. Jones, the Acting Water Authority, shows that on the 1st inst. there were in the reservoirs only 59,681,000 gallons of water, which represents little more than a month's consumption with the intermittent system of supply in force. Fortunately, to all appearances, we have not long now to wait for the replenishing of the reservoirs. Last year the dry season practically ended on April 27th, and the boon of a constant supply was restored on May 7th. The Water Returns clearly demonstrate the necessity for pushing on the scheme which was referred last year to the Secretary of State for the Colonies of providing for the construction of a dam at Tytan-tak to impound 194 million gallons of water. I have noticed no announcement that this scheme has yet been definitely sanctioned by the Colonial Office, but it is quite time that this work was put in hand.

In Mr. Basil Taylor's report on the Harbour in 1903, under general remarks, may be found the following paragraph:—"The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the Department is seriously hampered by the restricted view of the Harbour from the Office. But it is scarcely probable that the new Office can be opened much before another two years have passed." It is always thus in Hongkong with Government work. What department, I wonder, can be pointed to not having suffered from inadequate present accommodation and delay in the provision of new?

The suggestion which has been made to the Chamber of Commerce by Mr. S. T. Dunn, the Superintendent of the Botanical and Afforestation Department, to the effect that an experiment should be made in the cultivation of cotton in the New Territory, is one which the Chamber might well press upon the attention of the Government, and it may be hoped that the Government will be found only too willing to appropriate a small sum in the next Budget for the purpose of making the experiment. Since the formation of an Association at home having for its object the development of cotton cultivation in the Colonies, the Colonial Office has shown a very praiseworthy interest in the enterprise, and I suppose Mr. Dunn's investigation of the agricultural aspects of the New Territory was prompted by the lively interest the subject of colonial cotton-growing has evoked. France has its "Association Cotonniere Coloniale," established less than two years ago, and it seems to have amply justified its existence, though it has had to depend entirely on private support. Indo-China is one of the French Colonies now growing cotton, and there is not a great difference in the climate of Indo-China and Kwangtung. There is very little doubt that the small farmers in the New Territory would take to cotton-growing if the Government experiment proved a success.

A correspondent tells me that he witnessed a strange contest the other day on one of the higher-level roads between a bird of the magpie species and a snake. The reptile was over two feet long and the bird about the size of a pigeon. In the end the bird came off victorious, killing the snake by pecking at it and by lifting it off the ground repeatedly and letting it drop from a height. Four other birds of the same kind as the contestant were attracted to the scene and very ungallantly tried to rob the victor of his spoils, but he contrived to beat them all off and flew with his prize to a neighbouring tree where no doubt he enjoyed a meal in peace and security.

A Camera Club ought to be popular in a picturesque place like Hongkong. At the third Annual Photographic Exhibition of the Foochow Camera Club on the 19th ult. over three hundred prints were hung from exhibitors in all parts of the world, a specially noteworthy collection having been sent by the Camera Club of San Francisco, California.

BANYAN.

BEWARE of the party offering Institutions of Macniven & Cameron's Pens. "They come as a boon and a blessing to men, 'The Pickwick, the Owl, and the Waverley Pen.' Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works Edinburgh.

THE GREAT SHEKWAN FESTIVAL.

A MUSHROOM CITY.

Away back in days that are dimmed by antiquity the fisher people of Deep Bay and Canton River built a temple to their Goddess, Tien Han Tan, and called it Shekwan. It may be that at a less remote period a city sprang up around the sacred building as cities have grown about our English cathedrals, but to-day the environments of Shekwan are devoid of the evidences of gregarious human life; barren hills above and flooded paddy-fields beneath fill up the scene. At ordinary times the only signs of habitation are a curl of blue smoke rising from the temple buildings, a fishingboat in the bay, or a solitary figure among the rice. But what a vast change comes with the annual festival! For be it known that each year, in the Third Moon, and on the twenty-third day, the devout votaries of Tien Han journey in their thousands from all parts of the southern provinces to worship at the ancient shrine and supplicate for good crops in the coming months. The festival indeed is one of the most famous in China, yet though its celebration takes place at our very door it is but little known to Europeans here.

Shekwan Bay is famous for the quality of its oysters and its crabs. During the past few days it has presented the appearance more of an important shipping port than of an unsequestered light under whose placid surface lie the silently growing beds of shell-fish. Junks by the hundreds filled the bay—junks of strange shapes and rig; from the covered-in house-boat peculiar to the inland rivers to the huge coaster of a hundred tons or more with massive cannon crowning over the bulwarks; the war-vessel with flags and brass in gay attire, and the rapid sampan fitted in and out among the shipping. More than a score of steamers, big and small, from the old "converted" wooden hulk to the latest type from the shores of France, lent diversity to the scene.

On shore the view was even more wonderful. Where only a week ago the eye could see nothing but paddy-fields and find nothing more interesting than the old dismantled fort on the hill (a dragon with his fangs out), a veritable city now appeared, a city of lamboos and palm-leaf. Numberless gangways had been built out into the sea for landing pilgrims from the boats. A great broad wooden street had been built on piles from the wharves to the temple across the watery fields, and all throughout its half-mile length it was flanked with booths where could be bought joss-sticks, joss-paper and crackers by the cart-load. The great joss for which Shekwan is famous are coloured paper cocks. Thousands upon thousands are bought and carried away into the remotest parts of Kwangtung and Kwangsi. These are carefully preserved among the household gods until next festival comes round, and happy is the man or woman who out of the myriad sold chances upon the chancier who evinces an ability to crow, for everlasting prosperity follows in the footsteps of its happy possessor and his or her kin.

But the purchase of cocks and souvenirs is a matter of after consideration. Our first device must be paid to the temple and its goddess. It is not "the thing" to dare to enter the sacred precincts of the temple without bringing a votive offering, so we arm ourselves with an abundance of crackers and set off. What a crush! At one part of the way so great is the press that the narrow thoroughfare is incapable of accommodating all who would pass templewards. To make matter worse, there is a sudden rush of people coming from the opposite direction. It is the crowd being driven forward by the patrol of braves. The stream of people becomes compressed, the strain increases, and at last the human throng bulges out at the sides, invades adjacent stalls, and even betakes itself to the paddy-fields at the risk of going wet-shed for the rest of the day. After much crushing and good-natured interchange of halting we reach the temple. The joss-pidgin is soon over, and we are glad to escape into the courtyard and get away from the din of crackers, the jostling and the cinders from the paper fires that fill the throat and eyes. It is a fine old temple replete with old pictures, rare carvings, and resplendent idols. In the courtyard one finds that it is a case of "out of the frying-pan into the fire." There is scarcely room to move. Games of chance are in full swing—fantan, kluk-kluk, dominoes, and the three-card trick all engaging attention. Chained up to a great stone lion are two miserable creatures, who, we are told, are pirates awaiting sentence, but there is a warning to evil-doers. They hide their faces in their folded arms and refuse to look up.

Opposite the temple is the theatre. The play is just about to begin as we see by the coming of an old man on to the stage with a pail of water which he forthwith sprinkles over the matting that the dust may be kept down. There is a weary prologue, lightened only by the vagaries of a clown with white painted nose and lip which he contorts in such a manner as to convulse the audience with suppressed laughter. Then comes the play. It is on the customary lines of Chinese drama. The opposing forces meet, terrible in their battle array, and one side is put to flight. The King receives news of the disaster to his forces and calls his counsellors in to decide upon the course of action to be taken—shall it be peace or war? His daughter the Princess is present. She (or he rather) would pass for one of the ugly sisters in a "Cinderella" pantomime. Her face is painted white after the style of a singing-girl, but the paint stops at her chin and leaves exposed a scraggy, yellow neck with bulging muscles. What was the result of the conference we did not wait to hear, but the audience appeared to be highly interested in the proceedings.

On the road back to the seashore we had more leisure to notice the sights of the fair. Every now and again we came across patrolling braves with burnished rifles on their shoulders. They cut a fine figure when employed in pacific pursuits. There are others, too, whose duty it is to prevent the organised cruises got up by the pickpockets and cutpurses. They are armed with only a rattan-cane, but for their purpose it proves to be much more efficacious than the rifle. It is part of their duty also to keep the legion of beggars in order. If one should yield to the supplicatory "Cumsa, tai-pan," of a single member of this vagrant brotherhood, one is immediately pestered with a small army of them at his heels. Great was our relief when a cane-wielding regulator of the traffic appeared on the scene and dispersed one such tail with a few sharp cuts of his cane about the shoulders of the most clamant of the beggars. We smiled our thanks, but apparently he wanted a more substantial acknowledgment of his services, for with the greatest sang-froid in the world he held out his hand for the "cumsa" that we had denied to our tormentors. Typically Chinese, truly!

At various parts of the roadside one sees examples of loathsome humanity such as put one in mind of the Biblical description of the gates of the temple at Jerusalem. The maimed, the halt, and the blind are all here, as well as lepers in every stage of emaciation brought on by that foul disease. While they cry aloud for charity and lay bare their ghastly sores, the pilgrims laugh and chaff in the contiguous eating-houses or barter merrily with the booth-keepers for a Shekwan cock. It is well to get away from such a place. It is a respite even to stumble across a butcher at work bleeding pigs and handing them over to his *fokis* to be dressed and roasted whole in an exterminised oven built of clay on the beach. Great heaps of oysters lie on the foreshore, numerous men and women being employed in forcing the reluctant shells to disgorge the delicacy that they guard so carefully. Everyone on the return journey carries "joss" of some sort, and toothsome dainties for the family at home—oysters, fresh and dried, crabs or Chinese sweetmeats; and it is a light-hearted, merry (if tired) crowd that regains the steamer as she sets out for Capesun-mun.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

The position up to date is:—

DOUBLES HANDICAP.

Third Round:—Martin and Strickland beat Gray and Dartnell; Atkinson and Smith beat Beavis and Rouse; Beattie and Manning beat G. H. Potts and E. Deacon; Pinckney and Grist beat Scott and Gillingham; R. and H. Hancock beat Boyd and Smith, R. A. Parr and Slade beat Edwards and Ward; Craig and Holyoak beat Tozer and Grimbale.

Fourth Round:—Martin and Strickland beat Atkinson and Smith, 7-5, 6-1.

SINGLES HANDICAP (CLASS A).

Third Round:—L. Murphy beat W. J. Newland; A. Boyd beat P. R. Wolf; E. Humphreys beat E. Deacon; E. R. Hallifax beat W. L. Martin; A. Humphreys beat G. H. Edwards; A. C. Butt beat E. J. Grist.

Fourth Round:—E. Humphreys beat A. Boyd.

CHAMPIONSHIP.

Second Round:—A. Humphreys beat H. Humphreys; P. R. Wolf scratched to R. Hancock; W. L. Martin beat C. A. Parker; P. Strickland beat A. C. Butt.

Semi-Final:—A. Humphreys beat W. L. Martin.

SINGLES HANDICAP (CLASS B).

Second Round:—R. B. Beattie beat W. E. Craig; L. E. Dartnell beat W. King; R. Baggan beat T. C. Gray; W. S. Allen beat R. Hirsch; R. Manning beat S. A. Selh; P. K. Knyvett beat A. G. Ward; C. P. Chater beat H. M. Bain; G. Grimbale beat F. P. Musso.

Third Round:—R. B. Beattie beat L. E. Dartnell; R. Manning beat W. S. Allen; C. P. Chater beat P. K. Knyvett.

PROFESSIONAL PAIRS.

Third Round:—Atkinson and Smith beat R. Hancock and Chater; Grist and Beavis beat A. and E. Humphreys; R. Hancock and Slade beat Martin and Strickland.

NAVAL NOTES.

IN THE STRAITS.

A Singapore paper says:—"After all, it seems certain that the *Talbot* will go to Penang." That means that it is the *Festa's* trip to Bangkok that is off.

NEW ARMAMENT FOR COUNTY CLASS.

The Admiralty have, it is understood, decided upon an important change in the armament of the six armoured cruisers of the improved county class which are now under construction, at an anticipated total cost of £200,000 for all the ships. The armament as designed originally was to be fourteen 6in. guns, but on Mr. Watte's becoming Chief Constructor to the Navy two 7.5in. guns were substituted for four of the 6in. guns. Four more of the 6in. guns are now to go, and to be replaced with two 7.5in. weapons. Thus four 7.5in. and six 6in. guns will be carried. The 7.5in. will be mounted thus:—One will be placed forward in a turret and another aft. The other two will be in casemates, fired ahead or on the broadside. Thus three 7.5in. will fire ahead and as many on the broadside. The names of the ships affected are the *Devonshire*, *Hampshire*, *Argyll*, *Roxburgh*, *Antrim*, and *Carnarvon*. The change will be a great improvement, markedly strengthening the battery, since the 7.5in. 200lb. shell, as against the 6in. gun's 100lb. shell, and will perforate a much greater thickness of armour.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 7th May.

TELEPHONE IN FAVOUR. The introduction of the telephone, following closely the advent of the railway here, is proof that Canton does not intend to lag behind her northern rivals in adopting Western ideas. The Viceroy, the Governor, and all the principal officials are now on the telephone list, together with many of the foreign mercantile firms.

PIRACY DECREASING.

The active measures taken by H.E. the Viceroy for the suppression of river piracy have been eminently successful, only two or three cases having been reported during the last four months. When it is remembered that before this Viceroy's arrival piratical attacks were of almost daily occurrence, great praise is due to H.E. for his prompt and vigorous action.

SUPPRESSION OF LOTTERIES.

We hear on very good authority that plans are being matured to put a stop to the "Sui Wai Shing" lotteries, a form of gambling carried on by the poorest class, and which causes a great deal of the poverty, with its attendant evils, existing among the small shopkeeper and coolie class. The abolition will be of inestimable benefit to these people, and is a really enlightened stroke of policy for a Chinese official, considering the opposition likely to ensue in view of the fact that it will entail a diminution of revenue to the extent of some \$1,200,000.

CONCERT AT S. PATRICK'S HALL.

The Pierrot Company gave a concert at the above Hall on Saturday, commencing at 8 p.m. There was an exhibition of ventriloquism by Prof. Scully which was excellent, a recitation and a club performance, both of which were very good, and a number of songs all well sung. The audience was a fairly good one and a very enjoyable evening was passed. Corporal E. Morris acted as pianist during the entertainment and executed all the parts well.

WHAT DOES THIS MEAN?

Is the following telegram, which we take from the *N.-C. Daily News*, to be interpreted as the herald of another change of Government plans at Weihaiwei?

"Weihaiwei, 3rd May.—The British Admiralty has wired orders to stop the work on the Naval Hospital at Weihaiwei."

"Fortify or quit!" was Admiral Penrose Fitzgerald's advice. Weihaiwei has not been fortified. Are we now to be told that Admiral Fitzgerald's other alternative has recommended itself to the sages at home?

A NEW INVENTION.

The smokeless boiler of Sir John Primrose, of Glasgow, is claimed to be revolutionary in several ways. It depends upon a separate water-jacketed chamber, in which combustion takes place, and only the gaseous products of combustion impinge on the fire or water-tube steam-raising surfaces. The air and fuel are fed together, so uncombusted gases escaping from the furnace, while no smoke or carbonic acid comes from the chimney or funnel. Great economy in fuel and efficiency in steam are effected, and experiments on a marine boiler indicate that the new system will give a ship its present power with half the present boiler-room space and boiler-room weight.

CHINESE-MADE COUNTERFEIT COINS.

According to an American exchange, counterfeit half and quarter dollars are being manufactured in China and shipped through Seattle into the United States. The imitation is very nearly exact. The coin is of the standard grade of fineness, the weight is from one to ten grains short and the design is almost perfect. The irregularities are so slight that some of them cannot be detected without the aid of a magnifying glass, and none of them can be noticed unless a bogus coin is placed side by side with a genuine one. The counterfeiters were first noticed about two months ago, when one of the Seattle banks sent a small amount of money to the Sub-Treasury at San Francisco and it was declared to be spurious. The secret service officials declare that there is no one on the coast who is capable of making a coin as nearly perfect as these, and that there is not the slightest doubt that they are made in China.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1st MAY.

LEVEL.	1903.	1904.
Below overflow. Below overflow.		
Ty-tan-tak	45 ft. 9 in. 50 ft. 6 in.	
Pokfulam	29 ft. 0 in. 37 ft. 8 in.	
Wong-neichong	28 ft. 9 in. 40 ft. 9 in.	
STORAGE GALLONS.		
Ty-tan-tak	104,129,000	57,800,000
Pokfulam	9,400,000	1,300,000
Wong-neichong	4,634,000	581,000
Total	118,163,000	59,681,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

1903.	1904.
Consumption	67,969,000 72,962,000 gallons
Estimated population	218,400 223,300
Consumption per head per day	10.4 10.9 gallons

Intermittent supply in force for whole month of April in both years.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

1903.	1904.
Consumption	11,187,000 12,049,000 gallons
Estimated population	61,500 67,350
Consumption per head per day	6.1 6.9 gallons

The Government Analyst reports that the water is of excellent quality.

P. L. H. JONES.

Water Authority.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to
DEVELOPING AND PRINTING
for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

SHIPPING NOTES.

WEATHER.

The *Kiangnan*, *Whampoa*, and other vessels from Shanghai reports moderate N.E. gale with dull overcast and rain. The *Shanwan*, from Japan, reports strong winds to fresh N.E. gale as far as Formosa; thence to port strong winds, rain and fog. The *Quang Nam*, from Hilo with sugar for Messrs. Bradley & Co., reports very strong weather and rough sea. The *Hoo Shing* from Bangkok reports moderate N.E. to S.W. winds and sea to 9.30 N., 11.2.40 E.; thence toward strong N.E. gale and high sea with dull rainy weather. The *Tsokoon*, from Wuhu and Chinkiang, reports strong N.E. monsoon.

A 4-MASTED BARQUE.

The s.s. *Petchaburi*, with the rice from Bangkok for the N. D. L. Co., arrived from Swatow yesterday. She reports that at 7 a.m. on the 4th inst. in Lat. 15.55 N., Lon. 113.10 E., she signalled a 4-masted barque flying the following signal:—"T.K.L.L."

MISCELLANEOUS.

The Norwegian s.s. *Orar II* arrived from Kutchinotru yesterday with a cargo of coal for the Mitsui Bussan Kaisha. The *Hoo Shing* and *Rein* have arrived from Bangkok with cargoes of rice for Messrs. Jardine, Matheson & Co., and Kin Ty Long, respectively.

SHARE REPORT.

Messrs. Erich Georg & Co., say in their Weekly Share List dated Hongkong, 7th May:—

During the week under review a fair general business has been transacted, and a good many stocks, viz. Unions, Cantons, Indos, Shells, China Sugars, Hongkong Land, West Point, Cements, Watsons, Electric, Waterworks, Dairy Farms, Powells and Longgates have improved, while Steamboats, Douglasses and Docks are a trifle easier. The sterling demand rate on London closes at 1s. 9.7.4d., while the rates on Shanghai are Tls. 72 1/2 for a T/T, and Tls. 72 1/2 to Tls. 72 1/2 for a three days' sight private draft. Bar silver in London is quoted 25 1/4 d., and Cantons £89 1/2.

BANK SHARES.—Hongkong and Shanghai have remained neglected, and there are sellers at 85 1/2; the London rate is 46 1/2, 6s. 0d. Nationals continue in demand at 83 1/2.

MARINE INSURANCE SHARES.—Unions have advanced to buyers at 85 1/2, while China Traders are still offering at 85 1/2. North China, sold in the north at Tls. 57 1/2, cum dividend, are quoted now Tls. 63 1/2, ex the interim dividend for 1903 of 10 shillings per new share, at exchange of 2s. 5 1/4 d., = Tls. 4.10 per share, paid on 2nd instant. Cantons sold at 81 1/2 to 82 1/2, and are said to be in demand at latter figure. Yangtszes have buyers at 81 1/2.

PIRE INSURANCE SHARES.—Without any business. Hongkongs are wanted at 82 1/2, but Chinas are on offer at 88 1/2.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares are weaker with sellers and no buyers at 82 1/2; a slightly lower offer might bring out shares. Indo-Chinas, which in the early part of the week were freely imported from the north at 85 1/2, to 87, got much stronger quite suddenly, and a rather considerable business has been done locally and from Shanghai at rates ranging between 86 to 8102 cash, and corresponding rates on time, as high as \$110 having been paid for 31st December, the market closing with cash buyers at 8102; the Shanghai rate is said to be Tls. 73. China and Manilas found purchasers at 820 1/2, while Douglasses are rather weak at 836. Old Star Ferries have buyers at 832, but at 832 1/2 there are sellers. In Shell new shares are in demand at 82 1/2.

Transporters a very extensive business has been transacted at 22 1/2, 6d. to 27s. 6d., and there are further buyers at the higher rate; preference shares in London have advanced to 28, 10s. 0d. REFINERIES.—China Sugars have continued in demand, and up to 14 1/2 cash and 14 1/4 for 31st August has been paid, the market closing quiet, but steady at 14 1/2 cash. Luzons are unchanged.

MINING SHARES.—Without business. Puntums, ordinaries, for sale at 50 cents. Raubs have sellers at 86; telegraphic advices from the mine report a crushing of 3,300 tons of stone, yielding 700 ounces of gold.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's Shares sold at 82 1/2, 82 1/4 and 82 1/2, and have further small sellers at 82 1/4. Hongkong and Kowloon Wharf and Godown Company's Shares changed hands and are wanted at 810 1/2. New Amoy Dock Shares are offering at 82 1/2. Farm-hams sold in Shanghai at rates ranging between Tls. 144 and Tls. 148, and close with local buyers at Tls. 145. Shanghai and Hongkong Wharves are quoted Tls. 155 to Tls. 157 1/2; at the extraordinary meeting, held in Shanghai on 25th ultimo, the resolutions (vide our circular of 16th ultimo) were passed with the amendment that the new 12,000 shares be issued to shareholders *à par* (and not at a premium of Tls. 25 per share as proposed originally), and another extraordinary meeting has now been convened for the 9th instant to confirm these resolutions.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company's Shares have been imported from the north at 151 1/2, while local business has been done at 153, and there are buyers now at latter rate. Kowloon Lands are quiet, but steady at 835. West Point have improved to buyers at 854, while Hongkong Hotels are still in demand at 833.

Hampreys Estate and Finance Company's Shares sold at 81 1/2, 81 1/4 for old shares, and are wanted at 81 1/2. The new shares can be placed at 83. Shanghai Lands are quoted in Shanghai Tls. 108.

COTTON MILLS.—Unchanged and without sales.

MISCELLANEOUS.—Green Island Cements have buyers at 82 1/2, and China Bornes at 810 (after sales at 89 and 89 1/2). Watsons sold and have sellers at 815. Old Electrics are wanted at 813 1/2, while the new issue sold at 87 1/2 and 87 1/2, closing with sellers at latter rate. Forwards of 1000 shares, in consequence of the Steam Waterworks an interim dividend of 7 per cent. declaration of the half-year ended 31st March, payable on 10th instant, (transfer books being closed now till 10th instant), sold at advancing rates, up to 162 1/2 having been paid. Dairy Farms can be placed at 813 1/2. China Providents sold at 89, while Phillips Co. have sellers at 810. Langkats are quoted Tls. 202.

THE SHANGHAI RACES.

The *N.-C. Daily News* gives the following account of the race for the Shanghai Gold Challenge Cup on the 3rd inst.:—This race looked practically won in the start, Nightingale making the pace in the first quarter mile for Aethelwulf, the Pudlock and Khalha, with Nithsdale and Alverstone full of go, but shut in. When the field widened in the distance, however, it was seen that there were other Richmonds in the field. The bunch showed as many changes as a kaleidoscope, and after the Monument the best made room for themselves. Friendship and Nithsdale seemed to take the front rank with ease, and made it a duel between them the whole length of the home stretch. Alverstone, who had to wait his chance, was too late in getting clear, but romped in an excellent third, barely a length behind Nithsdale, who was beaten by Friendship in the last spurt by about two lengths. Comanche a good fourth. Four seconds longer than record time. Time, 2m. 40 2/5s. Dividend on Pari-mutuel:—\$10.50.—\$6.80, \$8.20, \$9.30.



HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL [4]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL a Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co.
NEW YORK, U. S. A.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL
(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

SHIPPING.

ARRIVALS.
May 6, FOOCHOW, British str., 1,228, H. Smale, Wuhu 2nd May and Chipping 5th, General.—BUTTERFIELD & SWIRE.
May 6, THALIS, British str., 820, Robson, Fochow 3rd May, Amoy 4th and Swatow 6th, General.—DOUGLAS LARPAK & CO.
May 6, TERNIS, British str., 1,227, I. Gibbs, Wuhu 30th April, and Chipping 2nd May, General.—BUTTERFIELD & SWIRE.
May 7, ALACITY, British des. ves., from Mrs. Bay.
May 7, APALACHEE, British str., 2,426, J. Simpson, Shanghai 7th May, Ballast.—STANDARD OIL CO.
May 7, BENALDER, British str., 1,559, C. K. McIntosh, Shanghai 3rd May, General.—GIBB, LIVINGSTON & CO.
May 7, FOOCHOW, British str., 1,423, Thos. Arthur, Bangkok 30th April, Rice.—JARDINE, MATHESON & CO.
May 7, KWANTUNG, Chinese str., 1,536, W. I. Lunt, Shanghai 4th May, General.—CHINESE.
May 7, OZAMPA, British str., 1,311, G. G. Graham, Liverpool and Singapore 30th April, General.—DODWELL & CO., LD.
May 7, REIN, Norwegian str., 726, I. Olson, Bangkok 28th April, Rice.—CHINESE.
May 7, 1st RUMPH, German str., 679, A. Hansen, Fochow, Amoy and Swatow 6th May, General.—JENSEN & CO.
May 7, WATERWITCH, British str., from Mrs. Bay.
May 7, WHAMPOA, British str., 1,109, Partidge, Shanghai 4th May, General.—BUTTERFIELD & SWIRE.
May 7, WUHU, British str., from Canton.
May 8, OSCAR II., Norwegian str., 2,304, Lars. Brigen, Kutchinotou 2nd May, Coal.—M. B. KAHNIA.
May 8, PEICHANG, German str., 1,373, G. Hillmann, Swatow 7th May, Rice from Bangkok.—NORTH-GERMAN LLOYD.
May 8, QUANGNAM, French str., 710, Vidal, Hanoi 2nd May, Sugar.—BUNNEY & CO.
May 8, SHAWMUT, Amoy str., 6,155, Wm. W. Smith, Moji 2nd May, General.—DODWELL & CO., LD.
May 8, SINGAN, British str., 1,046, Jamieson, Shanghai 5th May, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

7th May.
ALGOA, British str., for San Francisco.
ADANDEKO, British str., for Saigon.
BENALDER, British str., for London.
BOKNE, German str., for Kudat.
FAUSANG, British str., for Hongkong.
HOHAO, French str., for Haiphong.
KWONGSANG, British str., for Shanghai.
MACQUARIE, British str., for Saigon.
PIRA, British str., for Shanghai.
SIMLA, British str., for Canton.
TIENSIAN, British str., for Singapore.
TIPANAS, British str., for Shanghai.
ZAFIRO, British str., for Manila.
8th May.
APALACHEE, British str., for Rangoon.
CARDINE, British str., for Public Papers.
CHILLI, British str., for Swatow.
DAPHNE, Norwegian str., for Kobe.
FRITHOF, British str., for Swatow.
KANTON, Chinese str., for Canton.
SANDYFORD, British str., for Calcutta.
THALIS, British str., for Swatow.
WUHU, British str., for Shanghai.

VESSELS IN DOCK.

7th May.
ABERDEEN DOCK.—H. I. G. M. S. Maere, Adamant, Aprade, U.S.S. Maere, H.M.S. Taku, Hwangshing, Tangshing, Hwangshing, COROMANDEL DOCK.—Coptic.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"OLDENBURG,"

Captain Treitzsch, due here with the outward German Mail about MONDAY, at 5 p.m., will leave for the above places about 12 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 7th May, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports)

THE Steamship

"BREIZ HUEL,"

will be despatched as above on or about the 24th May.

For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

Hongkong, 28th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904, at 1 p.m. the Company's Steamship "POLYNESIAN," Captain Le Coq, will leave his Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 p.m. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst. at Noon.
LONDON & ANTWERP (via Suez Canal)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 17th inst.
LONDON & ANTWERP	ANTONOR	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	ALCINOUS	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	EDUCATION	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP	ACAMENON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	21st June.
MARSEILLES, &c., via Ports of Call	POLYNESIAN	Brit. str.	Le Coq	MESSAGERIES MARITIMES	17th inst. at 1 p.m.
BREMEN, via Ports of Call	BAYERN	Ger. str.	Förnes	MELCHERS & CO.	25th inst. at Noon.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE, BREMEN & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	NUENBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
TRIESTE, &c., via SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	Rassevich	SANDER, WIELER & CO.	20th inst. p.m.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	18th inst.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
NEW YORK, via SUEZ CANAL	RAS ISSA	Brit. str.	McIntosh	SHAWMUT, PONES & CO.	28th inst.
NEW YORK, via SUEZ CANAL	SATSUMA	Brit. str.	McIntosh	DODWELL & CO., LD.	About 3rd June.
YANCOOVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	McIntosh	CANADIAN PACIFIC R. CO.	21st inst.
VICTORIA (B.C.) & SEATTLE via N. PAC. &c.	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	17th inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	ARAGONIA	Brit. str.	Schuldt	DODWELL & CO., LIMITED	21st inst.
PORTLAND, OREGON	TRINIAN	Brit. str.	McIntosh	PORTLAND & ASIATIC CO.	14th June.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	To-day.
AUSTRALIAN PORTS	CHAYNSHA	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	15th inst. D'light.
YOKOHAMA & KOBE	CHUSAN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	COROMANDEL	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	About 20th inst.
SHANGHAI	KWANTUNG	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI	ODENBURG	Ger. str.	Treitzsch	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	THALIS	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	Quick despatch.
FOOCHOW, via SWATOW & AMOY	M. STURVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	11th inst. 10 a.m.
AMOY, via SWATOW & AMOY	TAKOCHI	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	15th inst. 10 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	Hodgins	DOUGLAS LARPAK & CO.	18th inst. 10 a.m.
SWATOW, CHEFOO & TIENSIAN	KANSU	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-morrow, 11 a.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 7th inst.
MANILA	SUNOKIANG	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	13th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHAWMUT, TOMES & CO.	14th inst. 10 a.m.
MANILA	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	15th inst. D'light.
CEBU & LOILO	ZAFIRO	Brit. str.	R. Rodger	SHAWMUT, TOMES & CO.	21st inst. 10 a.m.
BOMBAY, via SINGAPORE & PENANG	WUOHANG	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	18th inst.
SINGAPORE & JAVA PORTS	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	12th inst. at Noon.
TIPANAS	TIPANAS	Dut. str.	McIntosh	H.-C. TRADING CO.	Quick despatch.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SATSUMA" ... 3rd June.

"RICHMOND CASTLE" ... 15th June.

"ST. PHILLIPS" ... 30th June.

"LOWTHER CASTLE" ... 31st July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 3th May, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above port on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUM AND TRIESTE (DIRECT), RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Rassevich, will be despatched as above on FRIDAY, the 20th inst., p.m.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 2nd May, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA, STRAITS, NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING

"TRIUMPH" ... WEDNESDAY, 11th May, at 10 a.m.

"M. STURVE" ... SUNDAY, 15th May, at 10 a.m.

"TRITON" ... WEDNESDAY, 18th May, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 5th May, 1904.

T. ARIMA, Manager.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI ... 2540 R. W. Almond Manila direct. Sat., 14th May, 10 a.m.

ZAFIRO ... 2540 R. Rodger Manila direct. Sat., 21st May, 10 a.m.

PERLA ... 1980 A. H. Nottley.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th May, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID. Formosa ... About 11th May } Freight and Passage.

YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea). Ceylon ... About 20th May } Freight and Passage.

LONDON, &c. ... CHUSAN ... Noon, 21st May } See Special Advertisement.

SHANGHAI ... COROMANDEL ... About 22nd May } Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th May, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS. SAILING DATES.

ARTEMISIA ... HAVRE and HAMBURG ... On 12th May. Freight.

MAEBURG ... (Calling at Singapore and Colombo) ... On 17th May. Freight.

STRASSBURG ... (Calling at Singapore and Penang) ... On 31st May. Freight & Passengers.

SEGOWIA ... HAVRE and HAMBURG ... On 14th June. Freight.

NUENBERG ... (Calling at Singapore and Penang) ... On 28th June. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT ... 9,606 W. M. Smith ... Saturday, May 21st

TREMONT ... 9,606 T. W. Garlick ... Tuesday, June 28th

LYRA ... 4,417 G. V. Williams ... Thursday, August 4th

SHAWMUT ... 9,606 W. M. Smith ... Thursday, September 1st

TREMONT ... 9,606 T. W. Garlick ... Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 7th May.

S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 30th April, 1904.

DODWELL & CO., LIMITED, GENERAL AGENTS.

17

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.	
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTENOR"	On 13th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 18th May.
LONDON and ANTWERP	"ALCIBIOS"	On 24th May.
LONDON and ANTWERP	"DEUCALION"	On 7th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
TIMOR, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	"TSINAN"	On 9th May.

SHANGHAI + "KWEIYANG" On 10th May.
YOKOHAMA and KOBE + "SUNGKIANG" On 13th May.
CEBU and ILOILO + "CHANGSHA" On 18th May.
SWATOW, CHEFOO, and HIENTSIN + "WUCHANG" On 18th May.
KANSU On 18th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th May, 1904.

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

TEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of May	SINGAPORE & JAVA	First half of May
TJILATJAP	JAPAN	First half of June	SINGAPORE & JAVA	First half of June
TJIMAH	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE AGENTS,
THE HOLLAND CHINA TRADING CO.
Telephone No. 201.

Hongkong, 11th April, 1904.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PENANG, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
Captain Magnani, will be despatched as above on THURSDAY, the 12th instant, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 5th May, 1904.

HONGKONG-CANTON LINE.
THE British Steamship
"YING KING."
Capt. Wm. Robinson, of 1098 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The engine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 5 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50 each
Meals ... 1.00 each
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

VESSLS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
(VIA SUEZ CANAL).
THE Steamship
"BENALDER."
Captain McIntosh, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th April, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RAS ISSA."
will be despatched for the above port on THURSDAY, the 26th May.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 26th April, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"CHUSAN."
Captain W. D. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 21st MAY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th May, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays at 8.30 A.M.; from Macao week days at about 5 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
Lynx, 4-m. barque, Parnell—Standard Oil Co.
Macquarie, British str., St. John George—Gibb, Livingston & Co.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at the Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd May, 1904.

STEAMSHIP "ERNEST SIMONS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex a/c Corduan, from Uverres a/c Corduan, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, the 3rd inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 10th inst. at Noon, will be subject to rent and landing charges.
All claims must be sent in to us on or before the 10th inst., or they will not be recognised.
All damaged packages will be examined on Tuesday, the 10th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:
From London, &c., ex a/c India and Sunda.
From Calcutta, ex a/c Somali.
From Persian Gulf, ex a/c B. I. S. N. and B. P. S. N. Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th May, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 5th May, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO ex S.S. "RICHMOND CASTLE"

FROM NEW YORK.

having arrived per "YUENSANG" from Manila, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LD.,
Agents.
Hongkong, 5th May, 1904.

Hongkong, 5th May, 1904.

Hongkong, 5th May, 1904.

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Hongkong, 5th May, 1904.

Hongkong, 5th May, 1904.

INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND CHINA TRADING CO.
Hongkong, 26th November, 1903.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAITRAK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

NORTHERN ASSURANCE CO.

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 657,500 0 0
II. FIRE FUNDS... 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.
MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO.
Hongkong, 28th April, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
27, DES VUEX ROAD CENTRAL HONGKONG.
From the University of Pennsylvania U.S.A.
Hongkong, 10th March, 1903.

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used PORTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA

Best & Goes Farthest

Cocoa

EXQUISITE FLAVOR

Best & Goes Farthest

Cocoa

EXQUISITE FLAVOR

Best & Goes Farthest

Cocoa

EXQUISITE FLAVOR

Best & Goes Farthest

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EXQUISITE FLAVOR

Best & Goes Farthest

Cocoa

EXQUISITE FLAVOR

Best & Goes Farthest

Cocoa

EXQUISITE FLAVOR

A. LING & CO. FURNITURE STORE.

PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

BUDWEISER BEER

EXTRA PALE LAGER in CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN CIGARETTES AND QUALITY AND IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong 25th July, 1903.

Hongkong 25th July, 1903.

Hongkong 25th July, 1903.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dally and the Trans-Siberian Railway is discontinued.
The *Oldenburg*, with the German mail, left Singapore on Wednesday, the 4th inst., at 10 p.m., and is expected here to-day.
The *Sachsen*, with the German mail of the 12th April, left Singapore on Saturday, the 7th inst., at 9 a.m., and may be expected here on or about Wednesday, the 11th inst.
The *Korea*, with the American mail of the 10th ult., left Yokohama on Thursday, the 5th inst., and may be expected here on or about Friday, the 13th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Swatow and Bangkok	M. Richmers	Monday, 9th, 7.30 A.M.
Canton	Hankow	Monday, 9th, 7.30 A.M.
Haiphong	Hoibao	Monday, 9th, 9.00 A.M.
Manila	Shanghai	Monday, 9th, 11.00 A.M.
Manila	Yuenang	Monday, 9th, 1.15 P.M.
Manila	Yuenang	Monday, 9th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Teinai	Monday, 9th, 3.00 P.M.
Kongmoon, Kamehuk and Samshui	Tak Hing	Monday, 9th, 5.00 P.M.
Nantao	Pouan	Monday, 9th, 5.00 P.M.
Sanbu	Tachin	Monday, 9th, 5.00 P.M.
Manila	Hoi Fu	Monday, 9th, 5.00 P.M.
Canton	Kinsan	Monday, 9th, 5.00 P.M.
Swatow, Amoy and Poochow	Haiching	Tuesday, 10th, 7.30 A.M.
Straits and Calcutta	Namsang	Tuesday, 10th, 2.00 P.M.
Shanghai	Kwaiyang	Tuesday, 10th, 3.00 P.M.
Nantao	Tachin	Tuesday, 10th, 5.00 P.M.
Sanbu	Hoi Fu	Tuesday, 10th, 5.00 P.M.
Manila	Wingchait	Tuesday, 10th, 5.00 P.M.
Kongmoon, Kamehuk and Samshui	Linhai	Tuesday, 10th, 5.00 P.M.
Canton	Falshan	Tuesday, 10th, 5.00 P.M.
Singapore, Penang and Bombay	Ischia	Wednesday, 11th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Empress of Japan	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Coptic	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Theodor Wille	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Sungkiang	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Changshai	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Rubi	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Empire	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Polynesian	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Kansu	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Wuchang	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Zufire	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.
Yokohama and Kobe (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Tartar	Printed Matter and Samples Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M. Thursday, 12th, 4.00 P.M.

TO-DAY.
Sale, Kupper Beer, Kowloon Godowns, No. 20, Mr. Geo. P. Lamert, 11 a.m.

COMMERCIAL CLOSING QUOTATIONS. 6th May.

8th May.

ON LONDON.—

Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credits, at 4 months sight	194
Documentary Bills, 4 months sight	194

ON PARIS.—

Bank Bills, on demand	254
Credits, at 4 months sight	254

ON GERMANY.—

On demand	184
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ON NEW YORK.—

Bank Bills, on demand	43
Credits, 60 days sight	44

ON BOMBAY.—

Telegraphic Transfer	133
Bank, on demand	134

ON CALCUTTA.—

Telegraphic Transfer	133
Bank, on demand	134

ON SHANGHAI.—

Bank, at sight	74
Private, 30 days sight	74

ON YOKOHAMA.—

On demand	84
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ON MANILA.—

On demand	Nominal
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ON SINGAPORE.—

On demand	Nominal
-----------	---------

ON BATAVIA.—

On demand	104
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ON HATYONG.—

On demand	21 p.m.
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ON SAIGON.—

On demand	21 p.m.
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ON BANGKOK.—

On demand	63
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SOVEREIGNS, Bank's Buying Rate

	11.05
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GOLD LEAF, 100 fine, per tael

	58.50
--	-------

BAR SILVER, 100 fine, per tael

	25.7
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&c, left Port Darwin on the 3rd inst. for Manila and Hongkong, and is due here on the 13th inst.

The steamer *Richmond Castle*, from New York, arrived at Manila on the 20th ult.

The Boston Steamship Co.'s steamer *Shawmut* arrived at Yokohama on the 22nd ult.

The O.S.S. & C.M. steamer *Agamemnon* left Victoria (B.C.) on the 22nd ult. for Japan and Hongkong.

The O.S.S. & C.M. steamer *Ningchow* will leave Victoria (B.C.) for Japan and Hongkong on the 15th inst.

The C.C. steamer *Chingwo* left Astoria for Japan ports and Hongkong on the 1st inst.

The C.C. steamer *Athol*, sailed from Salina Cruz for Moji and Hongkong on the 30th ult., and is due here about the 5th prox.

The steamer *Sih* sailed from New York on the 4th inst.

STEAMERS PASSED THE CANAL.

April 5th—*Theodorville*, *Ella*. 8th—*Titanica*, *Verona*, *Ulysses*, *Koon*, *Sogovia*, *Plantarini* *Algoma*. 12th—*Schnitzgill*, *Sando*. 15th—*Courtfield*, *Calecus*, *Indranagoy*, *Tecolita*, *Silverlip*. 19th—*Vindobona*, *Haimdal*, *Elaine*. 22nd—*Murnberg*, *Unison*. 26th—*Konigsberg*, *Edler*, *Knight*, *Bamberg*, *Ceylon*, *Finlskirke*. 29th—*Kalanda*, *Jaco*, *Rhipesus*. May 3rd—*St. Kilda*, *Chibana*, *Amirica*, *Prinsesse Marie*, *Pak Ling*, *Turkey*, *Zieten*. 6th—*Melene Rickne*, *Diomed*, *Glasfary*, *Tuckers*.

ARRIVALS AT HOME.

May 3rd—*Gleadowen*, *Pelusa*, *Roonoke*, *Ajor*, *Silhonita*, *Armand Bohic*. 4th—*Borno*. 6th—*Fraussen*.

OPIMUM. 27th April.

Malwa Old	\$1000	to \$1020 per picul
Malwa New	\$1060	to \$1080
Malwa Older	\$1120	to \$1140
Malwa V. Old	\$1180	to \$1200
Persian fine quality	\$890	to
Persian extra fine	\$910	to
Patna New	\$1345	to per chest
Patna Old	\$1352	to
Penares New	\$1345	to
Penares Old	\$1337	to

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German mail steamer *Oldenburg* left Singapore on Wednesday, at 10 a.m., and may be expected here on Monday, the 9th inst., at 5 p.m.
The Imperial German mail steamer *Sachsen* left Colombo on Sunday, a.m., and is expected here on the 12th inst.
THE INDIAN MAIL.
The Indo-China steamer *Sichuan*, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 6 p.m., and is expected here on the 9th inst.
THE AMERICAN MAIL.
The P.M. steamer *Korea*, from San Francisco, via Honolulu, leaves Yokohama for this port via Inland Sea, &c., on the 5th inst.
THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.
MERCHANT STEAMERS.
The C. & M. steamer *Rubi* left Manila on the 7th inst., at 10 a.m., and is due here on Monday at 2.50 p.m.
The steamer *Shanghai* left Shanghai for Hongkong on the 6th inst., a.m., and may be expected here on the 9th inst.
The H.A.L. steamer *Theodor Wille*, from Hamburg, left Singapore for this port on the 3rd inst., a.m., and is due here on the 9th inst.
The C.N. steamer *Kansu* left Tientsin on the 3rd inst., for Chefoo and Hongkong, and is due here on the 10th inst.
The P. & A. steamer *Indrapura* arrived at Yokohama on the 30th ult., and may be expected here on the 10th inst.

Ideal Milk

Enriched 20 per cent. with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.



JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	\$555, sellers
Nati Bank of China	\$25	\$33, buyers
A. Shares	\$25	\$33, buyers
B. Shares	\$25	\$33, buyers
Foun. Shares	\$25	\$33, buyers
Hell's Asbestos E. A.	\$25	\$33, buyers
Canton-Hongkong Co.	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$37, sellers
China-Siam Co., Ltd.	\$10	\$10, buyers
China Light & Power Co., Ltd.	\$10	\$55, buyers
China Prov. L. & M.	\$10	\$49, sales
China Sugar	\$100	\$142, buyers
Cigar Companies	\$500	\$200, buyers
Alhambra, Ltd.	\$10	\$10, sellers
Philippine Co.	\$10	\$10, sellers
Cotton Mills	\$10	\$10, sellers
Evo	\$10	\$33, sellers
International	\$10	\$33, sellers
Laun Kung Mow	\$10	\$33, sellers
Soychee	\$10	\$33, sellers
Hongkong	\$10	\$33, sellers
Dairy Farm	\$10	\$33, buyers
Green Island Cement	\$10	\$33, buyers
Hongkong Electric	\$10	\$33, buyers
H. H. L. Tramways	\$10	\$33, buyers
Li. Steam Water	\$10	\$33, buyers
Post Co., Ltd.	\$10	\$33, buyers
Hongkong Ice	\$10	\$33, buyers
Li. & K. Wharf & G.	\$10	\$33, buyers
Hongkong Rope	\$10	\$33, buyers
H. & W. Dock	\$10	\$33, buyers
China Fire	\$10	\$33, buyers
China Insurance	\$10	\$33, buyers
North China	\$10	\$33, buyers
Union	\$10	\$33, buyers
Yangtze	\$10	\$33, buyers
Land and Building	\$10	\$33, buyers
Hongkong Land Inv.	\$10	\$33, buyers
Humphreys E.	\$10	\$33, buyers
Kowloon Land & B.	\$10	\$33, buyers
West Point Building	\$10	\$33, buyers
Shanghai Land	\$10	\$33, buyers
Luzon Sugar	\$10	\$33, buyers
Char. Onnages	\$10	\$33, buyers
Punjom	\$10	\$33, buyers
Do. Preference	\$10	\$33, buyers
Kasba	\$10	\$33, buyers
New Amoy Dock	\$10	\$33, buyers
Powell, Ltd.	\$10	\$33, buyers
Steamship Coys.	\$10	\$33, buyers
China and Manila	\$10	\$33, buyers
Bong's Steamship	\$10	\$33, buyers
H. Canton and M.	\$10	\$33, buyers
Indo-China S. N.	\$10	\$33, buyers
Suiet Transport and	\$10	\$33, buyers
Trading Co.	\$10	\$33, buyers
Star Ferry	\$10	\$33, buyers
S. C. F. Boyd & Co., Ltd.	\$10	\$33, buyers
S. & H. Dyeing & C.	\$10	\$33, buyers
Co., Ltd.	\$10	\$33, buyers
Tobacco Planting Co.	\$10	\$33, buyers
United Alabastros	\$10	\$33, buyers
Watkins, Ltd.	\$10	\$33, buyers
Watson & Co., A.S.	\$10	\$33, buyers

TO LET.

MEIRION, Nos. 1 and 2, and BOWLING VILLAS, No. 2.
Apply to—
HUGHES & HOUGH,
8, Des Vaux Road,
Hongkong, 4th April, 1904. [92]

TO LET.
N. 11, KNUITSFORD TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 26th April, 1904. [1097]

TO LET.
THREE FIRST-CLASS SHOPS.
European Style, in Kowloon.
Possession on or about 31st August, 1905.
Moderate Rentals.
No. 5, SALISBURY AVENUE, and No. 8 AUSTIN AVENUE, with Immediate Possession.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 29th March, 1904. [915]

TO LET.
ONE SPACIOUS NEW GODOWN,
very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road.
Hongkong, 3rd December, 1903. [76]

TO LET.
Shamoon, Canton.
ONE or more FURNISHED ROOMS, in excellent situation.
Apply to—
X. X.
Care of Daily Press Office,
Hongkong, 25th February, 1904. [582]

TO LET.
AT SEAVIEW S.E. No. 3 POLICE STATION.
ROOM FURNISHED or UNFURNISHED, with Bath and W.C. Good View of Harbour, Gardens, &c.
Apply to—
Mrs. F. G. ALLEN,
Seaview, Wanchai Gap Road,
Hongkong, 14th April, 1904. [100]

TO LET.
N. 9, PEDDER'S HILL, as Annex to the Hotel America, now most elegantly furnished. Rooms with or without board. Monthly Boarders accepted.
Hongkong, 26th April, 1904. [1053]

TO LET.
GODOWN, No. 32, PRAYA EAST.
Nos. 15, 17 & 19, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 5th March, 1904. [430]

TO LET.
N. 2, CONDUIT ROAD. Possession from 16th May next.
Also
N. 2, LEIGHTON HILL ROAD, nearly opposite the Football Club Ground, & Large Rooms, all facing the Road. Very Low Rental. Possession from 1st June next.
Apply to—
AHEM BUNJAHN,
62, Queen's Road.
Hongkong, 28th April, 1904. [1120]

TO LET.
"THE EYRIE" (PEAK).
No. 3, CAMERON VILLAS, Peak.
"ALEXANDRA" BUILDINGS, Rooms on the Top Floor.
Nos. 15 & 17, MOSQUE JUNCTION.
Nos. 11, 13 & 21, BELILIOS TERRACE.
"WESTWARD HO" Top Floor only.
No. 3, MOUNTAIN VIEW (Peak) for 5 Months from 1st May, 1904. Cheap Rental.
Apply to—
LINSFORD & DAVIS.
Hongkong, 2nd May, 1904. [397]

TO LET.
FURNISHED HOUSE, Kowloon, with Tennis Court.
OFFICES, CENTRAL POSITION.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
The Dairy Farm Co., Ltd.
Hongkong, 28th March, 1904. [73]

TO LET.
"BRAKENKNOVE," No. 35, Conduit Road. Six Rooms and Garden.
Possession from 1st May.
Apply to—
"C."
Care of No. 9, Belilios Terrace.
Hongkong, 15th February, 1904. [519]

TO LET (Immediate Possession).
N. 11, GAGE STREET, Eight Rooms and Godown.
Apply to—
C. F. DE CARVALHO,
Care of Hongkong Bank.
Hongkong, 4th May, 1904. [1148]

HONGKONG TIDE TABLE.

Day	Mean Time	Height	Day	Mean Time	Height
Mon.	9	1.18	Mon.	10	1.18
Tues.	10	1.18	Tues.	11	1.18
Wed.	11	1.18	Wed.	12	1.18
Thurs.	12	1.18	Thurs.	13	1.18
Fri.	13	1.18	Fri.	14	1.18
Sat.	14	1.18	Sat.	15	1.18
Sun.	15	1.18	Sun.	16	1.18

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

WEEK DAYS.	TIME TABLE.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 10 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.30 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Company's Office, 88 & 90, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 14th January, 1904.	

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.
S.S. "TOWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSEAN," 2,350 tons, Captain W. A. Valentine.
S.S. "HANKOW," 2,350 tons, Captain B. Branch.
S.S. "KINSHEAN," 2,350 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), and 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m., and at 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table. Departures on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
S.S. "NANNING," 589 tons, Captain C. Buechart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1879.
3 Star, SPECIAL—The finest of all "Peat" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try Haig & Haig's WHISKIES, pure, mellow matured, non-smoky, delicate flavors. Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
3249

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Vaux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.
For Terms, apply to—
A. G. I. S.,
Care of Daily Press Office.
Hongkong, 28th April, 1904. [1119]

TO LET.
N. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET.
2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.
Immediate Possession—for 18 months.
"EIGHTOR," the PEAK.
Apply to—
JEBSEN & CO.
Hongkong, 27th April, 1904. [1107]

TO LET.
N. 1, RIFON TERRACE (in FLATS).
No. 4, RIFON TERRACE.
No. 17, WONG-NEL-CHONG ROAD facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
"ROSENEATH," Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 6th April, 1904. [75]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [78]

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1903. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th March, 1904.

WATER JOHNSTONES' SQUARE BOTTLE WHISKY.

SHIPPERS
CUTLER, PALMER & CO., LONDON
AGENTS
LANE, CRAWFORD & CO.
HONGKONG.

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